
400 HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROJECTS

This procedure applies to all bridge projects using Federal bridge (BR) funds. The local jurisdiction is responsible for shared funding of design and construction costs when applicable; environmental, utility, and right-of-way clearances; and design. ADOT's role is to manage project development in accordance with ADOT/FHWA guidelines and administer the construction phase if applicable. The development and design process will take a minimum of 18 to 24 months to process from Design Concept Report submittal to bid advertisement.

410 ELIGIBILITY (23 U.S.C. 144, 23 CFR 650D)

Federal bridge funds may be used for:

- The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor,
- The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects,
- The replacement of ferryboat operations in existence on January 1, 1984, the replacement of bridges destroyed before 1965, low-water crossings, and bridges made obsolete by Corps of Engineers (COE) flood control or channelization projects and not rebuilt with COE funds, and
- Bridge painting, seismic retrofitting, calcium magnesium acetate applications, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions or installing scour countermeasures.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. They must, however, as determined by the State and the Secretary of Transportation, be significantly important and unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

To qualify for funds, a bridge must be included in the ADOT Statewide Inventory of Bridges and be inspected on a regular interval either by ADOT or the local jurisdiction. Bridges with a sufficiency rating below 50 and structurally deficient or functionally obsolete are considered for replacement funds. Bridges with a sufficiency rating between 50 and 80 are eligible for rehabilitation funds. Replacement of bridges rated greater than 50 may be eligible if rehabilitation alternatives are not feasible and/or rehabilitation would not remove all the deficiencies.

420 FUNDING



Eligible bridge project costs are funded at 80% Federal share and 20% local share. The maximum Federal funds are capped at \$1,000,000.00 per bridge. Eligibility and funding are determined by the ADOT Local Government Section.

430 PROJECT DEVELOPMENT

This section lists milestones in the project development and design process.

1. Sponsor submits a report to the Local Government Section requesting consideration for Bridge funding. The report should include the Statewide Bridge Inventory Identification Number, sufficiency rating (current bridge inspection report), and justification for funding.
 2. ADOT Local Government Section coordinates evaluation of bridge project by reviewers and determines eligibility.
 3. Sponsor contacts MPO/COG to initiate the project in five year transportation improvement program (TIP). Project must be in the MPO/COG TIP and State TIP to qualify for Federal funding.
 4. If Federal funds are being used for design, follow ADOT/FHWA guidelines to obtain contract with design consultant. An IGA between ADOT and the local agency must be executed prior to Federal funds being used.
 5. Sponsor deposits a technical review fee with ADOT. The fee is typically \$10,000.00 and covers the required technical reviews by ADOT staff and supplemental services personnel.
 6. Sponsor submits Initial Design Concept Report (DCR) to ADOT Local Government Section (LGS). The DCR should include a realistic scope, bid date, and cost estimate. The cost estimate should include 15% for construction administration and 5% for contingency costs.
 7. Project development and design proceeds to construction in accordance with activities described in Section 200 of this manual.
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